April 7, 1931. G. L. WALTON 1,799,267

AUTOMOBILE SHADE

Filed Aug. 9, 1929 2 Sheets-Sheet 1

Fig. 1.

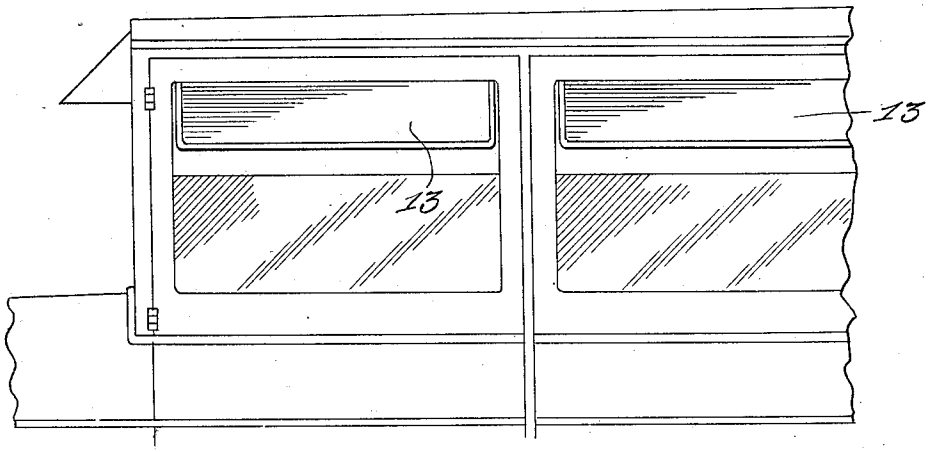


Fig. 2.

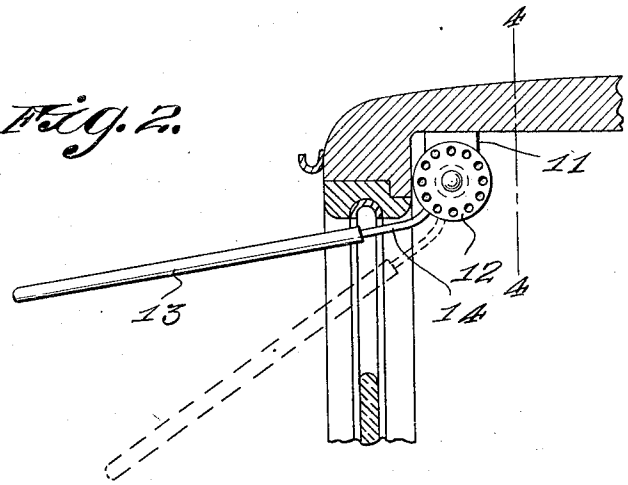
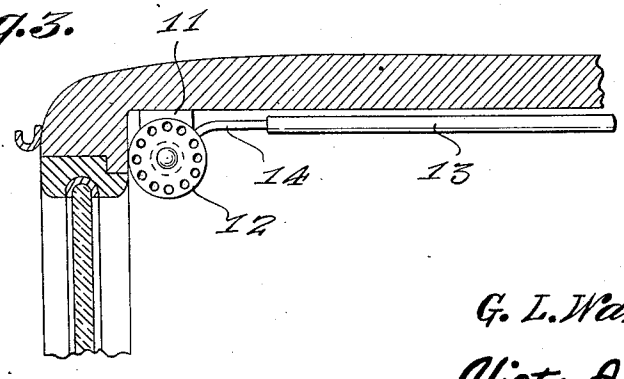


Fig. 3.



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Fig. 4.

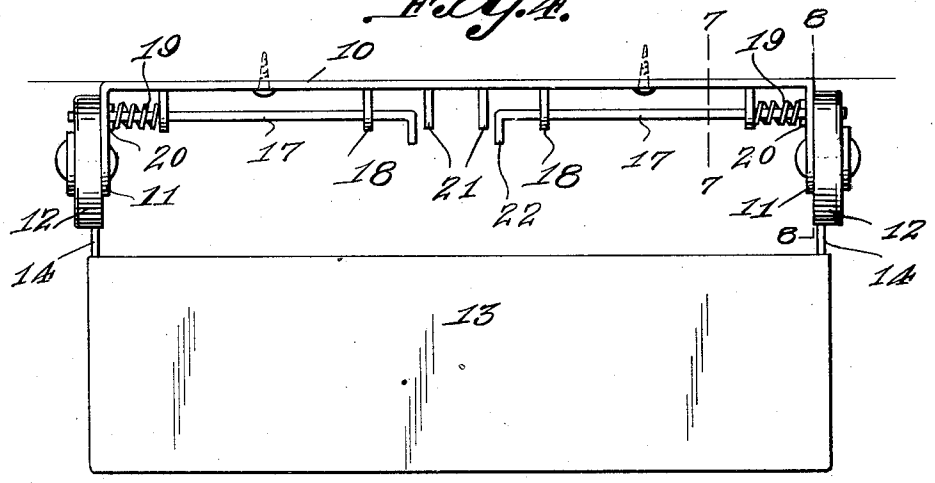


Fig. 5.

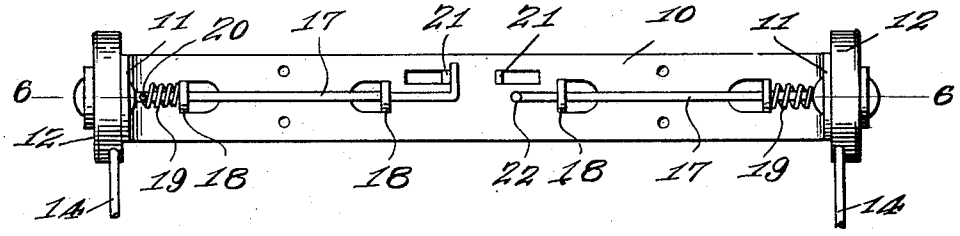


Fig. 6.

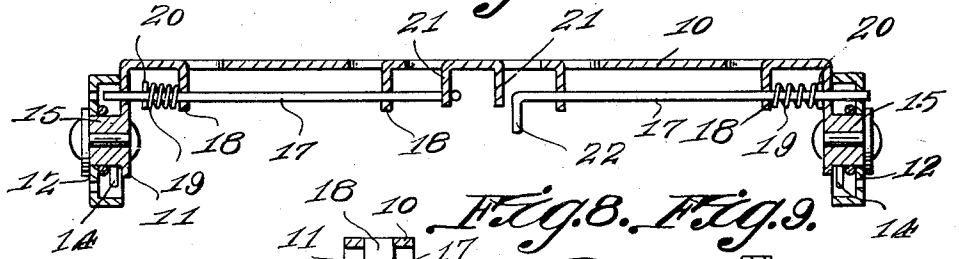


Fig. 7.

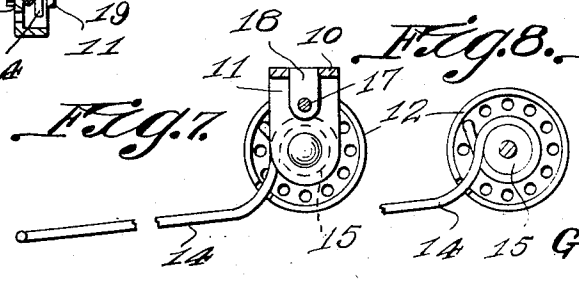


Fig. 8.

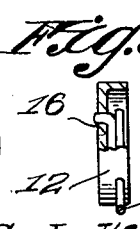


Fig. 9.

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Patented Apr. 7, 1931 1,799,267

UNITED STATES PATENT OFFICE

GEORGE L. WALTON, OF HANFORD, CALIFORNIA

AUTOMOBILE SHADE

Application filed August 9, 1929. Serial No. 384,697.

This invention relates to certain new and useful improvements in curtains and shades primarily designed for application upon vehicles and windows therefor to shield and shade the eyes of occupants therein.

Another object of the invention contemplates the provision and arrangement of means whereby the shade may be conveniently and expeditiously extended and retracted.

An additional object of the invention embodies a locking mechanism for the shade to sustain same in any position desired.

More specifically stated the shade is so arranged that a vehicle-occupant's vision will not be impaired.

With the above and other objects in view, the invention further consists of the following novel features and details of construction to be hereinafter more fully described, illustrated in the accompanying drawings and pointed out in the appended claims.

In the drawings:—

Figure 1 is a fragmentary side elevation of a motor vehicle body illustrating the arrangement of my improved form of sunshade, curtain or awning.

Figure 2 is a detail sectional view taken through the adjacent portions of the vehicle body and door therefor and illustrating by full and dotted lines some of the various positions capable of being occupied by the shade.

Figure 3 is a view similar to Figure 2 with the shade wholly retracted in an out of the way position within the vehicle.

Figure 4 is a sectional view taken on line 4—4 of Figure 2.

Figure 5 is an elevation of the supporting apparatus.

Figure 6 is a longitudinal sectional view taken on line 6—6 of Figure 5.

Figure 7 is a horizontal sectional view taken on line 7—7 of Figure 4 through a release mechanism.

Figure 8 is a horizontal sectional view taken on line 8—8 of Figure 4 through the locking mechanism.

Figure 9 is a fragmentary side elevation of one of the locking mechanisms with the shade supporting means applied.

Referring to the drawings in detail wherein like characters of reference denote corresponding parts, the reference character 10 indicates a supporting plate preferably of elongated formation and arranged in the manner disclosed in Figures 2, 3 and 4 of the drawings upon the under side of the vehicle top within the body and adjacent the top rails of the doors therefor. Ears 11 right angularly offset and depending in spaced parallelism from the ends of the plate are designed to support cup-shaped housing members 12 upon the outer sides thereof. The bottom walls of the cup-shaped housing members 12 are apertured in circuitous courses for purposes to be more readily understood in the following description of the invention. As shown in the longitudinal sectional view in Figure 6 of the drawings the cup-shaped housing members 12 are pivotally mounted upon bosses 15 carried upon the outer sides of the ears 11. This mounting is especially desirous for the reason that the cup-shaped members are to turn independently of the ears and in conjunction with the curtain, awning or shade supported thereby. The curtain, awning or shade mentioned in the foregoing, generally designated as at 13, carries side arms 14 projecting through openings provided in the peripheral flanges of the cup-shaped housing members 12 in the manner shown in Figures 7, 8 and 9 of the drawings whereas the extremities thereof are wound about the bosses 15 within the cup-shaped housing members concentric of the pivot connections therefor and subsequently offset as at 16 for projection within one of the apertures in the bottom walls thereof. This construction will establish positive connection between the side arms for the shade, awning or curtain in order that same may be shifted in unison, the purpose of such movement will be presently apparent.

The releasing mechanisms alluded to in the foregoing primarily reside in the provision and arrangement of rod members 17 slidably mounted within pairs of ears 18 struck from the supporting plate 10 at intervals thereon.

Compression springs 19 carried by each of the pair of rod members 17 adjacent their outermost ends have the opposed end convolution thereof sprung against the adjacent surfaces of the outermost of the ears 18 and cross pins 20 carried by the rod members per se. Holding fingers 21, arranged in the manner shown in Figures 4, 5 and 6 of the drawings preferably adjacent the intermediate portion of the supporting plate and within convenient reach of the vehicle occupant, extend within the path of movement of the rod members 17 in order that the handle portions 22 formed upon the inner most projecting ends thereof may be engaged in the manner suggested in Figures 5 and 6 of the drawings to hold the outermost end of the adjacent rod member spaced from the circuitous course of apertures in the bottom wall of the immediate cup-shaped housing member. By such construction, the occupant of the vehicle will be enabled to swing or otherwise shift the awning, shade or curtain to occupy any desired position within the range permitted to shield or otherwise shade his eyes from the blinding glare of the sun. After the curtain, shade or awning has been shifted to the position desired, the handle portions 22 are then released in the manner shown in Figure 4 of the drawings whereby the outermost ends of the rod members will project within the adjacent aligned openings in the cup-shaped members 12.

To release the curtain, shade or awning from the adjusted locked position, the converse of the active position is followed by retracting the rod members 17 to position the handle portions 22 therefor against the fingers 21 until the curtain, shade or awning occupies the Figure 3 position. At such juncture, the handle portions 22 of the rod members 17 are released for locking engagement with the cup-shaped housing members 12.

The present invention differs from several forms of vehicle window awnings in that same may be swung to occupy the out of the way position illustrated in Figure 3 of the drawing without necessitating removal of any of the supporting structure. The supporting structure is such as to be detachably secured to the top of the vehicle but will not in any way interfere with the occupants while getting in and out of the vehicle and may remain in such position after being once applied as it may be desirous even during cold weather to extend the shade in the manner shown in Figure 2 of the drawing to prevent the ingress of rain and snow and yet permit the circulation of air within the vehicle to prevent the windshield and window glass from sweating.

As evidenced from the illustration of my invention in Figure 6 of my drawings, fastening elements 23 are passed centrally through the bosses 15 and support retaining washers 24 thereon engageable with the outer sides of the cup-shaped housing members 12 whereby the apertures therein will be held in alignment to accommodate the ends of the rod members 17.

The invention is susceptible of various changes in its form, proportions and minor details of construction, and the right is herein reserved to make such changes as properly fall within the scope of the appended claims.

Having thus described the invention, what is claimed is:—

1. A vehicle window awning comprising an attaching plate arranged adjacent a window opening, ears carried by and depending from the ends of the plate, cup-shaped members rockingly mounted upon said ears, side arms for the awning having positive connection with the cup-shaped members for simultaneous movement therewith, each of the cup-shaped members having openings arranged in circuitous courses within the bottom walls thereof, releasing rods mounted for longitudinal shifting movement upon the plate member and extended through the ears therefor for selective locking connection within the circuitous courses of openings in the cup-shaped members, and fingers carried upon the plate for engagement with the innermost ends of the rod members to hold same retracted during adjustment of the awning.

2. A vehicle window awning comprising an attaching plate arranged adjacent a window opening, ears carried by and depending from the ends of the plate, bosses upon the ears, cup-shaped members pivotally mounted upon said bosses, side arms for the awning having positive connection with the cup-shaped members for simultaneous movement therewith, each of the cup-shaped members having openings arranged in circuitous courses within the bottom walls thereof, releasing rods mounted for longitudinal shifting movement upon the plate member and extended through the ears therefor for selective locking connection within the circuitous courses of openings, and fingers carried upon the plate for engagement with the innermost ends of the rod members to hold same retracted during adjustment of the awning.

3. A vehicle window awning comprising an attaching plate having ears upon the ends thereof, bosses carried by and axially aligned upon said ears, cup-shaped members pivotally mounted upon said bosses and against the ears, side arms for the awning passed about the bosses having positive connection with the cup-shaped members for simultaneous movement therewith, each of the cup-shaped members having openings arranged in circuitous courses within the closed walls thereof, releasing rods mounted for longitudinal shifting movement upon the plate and extended through the ears for selective locking connection within the circuitous courses of

openings in the cup-shaped members, and fingers carried upon the plate for engagement with the innermost ends of the rod members to sustain the latter in retracted positions during adjustment of the awning.

In testimony whereof I affix my signature.

GEORGE L. WALTON.